

Attendance of the October 16, 2002 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale and Associates
Anderson, Miles	The Elden Company
Baldwin, Hon. Harry	City of San Gabriel
Breazeale, Don	Don Breazeale and Associates
Brown, Hon. Arthur C.	City of Buena Park
Calix, Robert	LACMTA
Cartwright, Kerry	Port of Long Beach
Catz, Sarah	Golden State Gateway Coalition
Cheng, Luke	LACMTA
Daniels, Hon. Gene	City of Paramount
DiCamillo, LaDonna	BNSF
Dorland, Kanya	Port of Los Angeles
Fetty, George	George Fetty and Associates
Freeman, Greg	LAEDC
Green, Gary	Caltrans District 8
Hicks, Gill	Gill V. Hicks and Associates
Hricko, Andrea	USC – So. Cal. Environmental Health Sciences Center
Kumar, Vin	Caltrans – District 7
Lai, Sue	Port of Los Angeles
Lundy, Escalante	Caltrans Headquarters
McCarthy, James	Caltrans
Neely, Sharon	ACE Construction Authority
Perdon, Al	APA
Proo, Hon. Beatrice	City of Pico Rivera
Randolph, Stan	Caltrans
Rodriguez, Mark	The Elden Company
Smith, Michelle	LACMTA
Webley, Martin	LAEDC
Wiggins, Stephanie	RCTC
Wilson, A.J.	Pomona Valley Ed. Foundation
Zeigler, John	Auto Club of Southern California

SCAG Staff

Griffin, Mark
Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, OCTOBER 16, 2002**

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Approval of the September 18, 2002 Minutes

ACTION: Motion to approve the minutes was accepted and seconded with no objections.

4.0 INFORMATION ITEMS

4.1 Discussion of the 2001 RTP Constrained List of Projects and 2002 RTIP List of Projects

Mr. Mark Griffin, SCAG staff, presented this item. The GMAC agenda package includes the goods movement portion of the 2001 RTP Constrained List of Projects and 2002 RTIP List of Projects, and these lists will form the basis from which the list of projects in the 2004 RTP will be developed. SCAG has also distributed to its transportation planning partners, including the county transportation commissions, subregions, Caltrans, FHWA, airports, ports, cities, transit operators, and tribal governments, this list and is currently soliciting input from those entities. That package includes three forms: proposed changes to existing RTP projects, proposed project deletions, and proposed project additions. SCAG would like its transportation planning partners to preview and present their input for goods movement projects at the November GMAC meeting. The deadline for submitting projects to SCAG is December 6, 2002.

4.2 Funding Options for Freight

Mr. Gill Hicks, Gill V. Hicks and Associates, presented this item. Since 1993, container traffic at the Ports of Los Angeles and Long Beach has more than doubled, and the two ports are currently the busiest ports in the United States. By 2020, container traffic at these ports is forecast to quadruple what is currently handled. Furthermore, truck and train traffic is forecast to increase significantly in order to handle the incoming containers. By 2010, 165 freight trains per day are forecast, and by 2025, 250. Deficiencies in transportation infrastructure will result in increased congestion, delays, accidents, and transportation costs.

There are three major categories of funding: existing programs, new revenue sources at the federal or state level, and project or region-specific fees. Existing categories include the Traffic Congestion Relief Program (TCRP), State Transportation Improvement Program (STIP), and Congestion Mitigation and Air Quality (CMAQ). Potential new sources of revenue include Proposition 51, the Transportation Finance Corporation as proposed by the American Association of State Highway and Transportation Officials, an increase in the federal gasoline excise tax as proposed by the American Road and Transportation Builders Association, and the National Freight Security and Infrastructure Bank as proposed by State Senator Betty Karnette.

The National Freight Security and Infrastructure Bank would be funded by Customs duties and be administered by the U.S. Customs Service. The fee could be a new fee added in addition to current Customs fees, or it could be based on an increment of customs fee growth. Eligible projects would include seaports, border crossings, and inland cargo interchange points, and the specific projects must be approved in the Regional Transportation Plan.

The third category of funding is project or region-specific fees. Examples of this would include Alameda Corridor user fees, and could include highway tolls for truck-only lanes.

There are advantages and disadvantages in each of the three categories. For existing funding programs, the advantage is that they are established programs that do not rely on new taxes. However, this source does not provide sufficient funds for infrastructure requirements. The advantage of new revenue sources is that they raise additional funds. On the other hand, new fees or taxes are perceived as anti-business, and if collected nationally, there is no guarantee that goods movement or southern California projects would get its fair share of funds. Finally, the advantage of region-specific

fees is that the funds collected would go to specific projects. However, these fees increase the potential for modal or port diversion, and are also perceived as anti-business.

There are several major policy questions to consider, such as, how does southern California get its fair share of any new federal dollars? Which programs favor freight projects? How do we make sure that specific projects in the region get funded? Is the solution a diversified strategy of the three categories of funding?

4.3 Regional Highway Impact of the Port Shutdown

Mr. Stan Randolph, Caltrans, presented this item. Truck counts were gathered from Caltrans' loop detectors on the region's highways. On the I-710 NB at milepost 11.5 (near the SR-91 interchange), 5+ axle truck traffic averaged 10,744 per day from Sept. 23-25. From Sept 30-Oct 2, truck traffic decreased to 4,873, or 55%. Southbound, truck traffic decreased from 10,708 to 4,881, or 54%. The SR-60 decrease was not as sharp, due to the presence of non-container truck traffic. At milepost 7.87 (near the Garfield Avenue exit), truck traffic decreased from 11,515 to 10,731, a 7% reduction. This data is preliminary, and the final analysis will include Caltrans WIM data, as well as data from the SCAG truck count study.

4.4 Los Angeles County Economic Development Corporation Trade Data

Mr. Greg Freeman, LAEDC, presented data on the national impact of the ports of Los Angeles and Long Beach and the trade corridors in the region such as ONTRAC. Over \$230 billion flowed through Los Angeles Customs District, and that amount is forecast to triple over the next 20 years. This includes trade through the region's ports and airports, but does not include goods entering the region via Canada and Mexico.

LAEDC has developed statistics on the value of goods, for both imports and exports, flowing to each state and congressional district that were imported through the Ports of Los Angeles and Long Beach and traveled along the Alameda Corridor and Alameda Corridor East. For example, over \$34.3 billion in goods flowed to New York, a high amount considering that the Port of New York is the third busiest port in the United States. All congressional districts in the U.S. had at least \$10 million in international trade, both imports and exports, that flowed through our ports.

Over 1.5 million jobs are attributable to retailing and wholesaling operations related to the imports of goods. Nationally, over 2 million jobs related to the

international cargo that is imported and exported through the Ports of Long Beach and Los Angeles.

5.0 COMMENT PERIOD

Mr. John Zeigler, Automobile Club of Southern California, provided copies of "The Quiet Crisis", the Auto Club's transportation vision report.

6.0 NEXT MEETING

The next regular GMAC meeting will be:
Wednesday, November 20, 2002
9:30am-11:30am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 ADJOURNMENT

The meeting was adjourned at 11:30am.